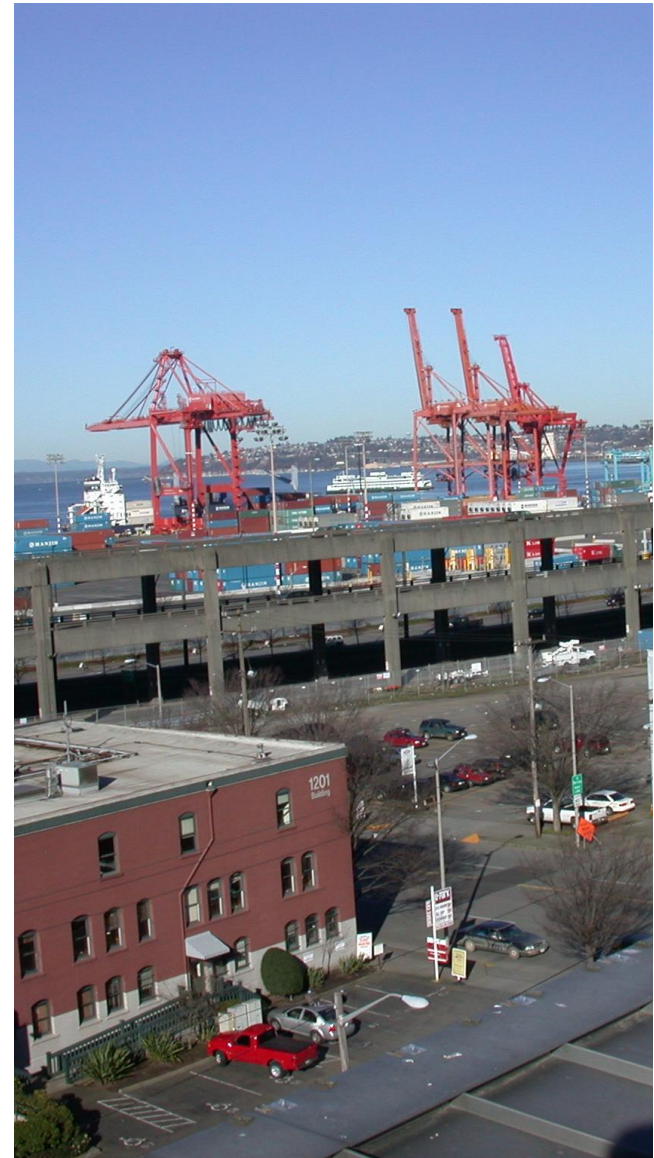


Industrially-Zoned Areas in South Downtown

Presentation to the City Council Committee on the Built Environment

April 28, 2010

- Background information
- Considerations for future zoning and Land Use Code amendments for two sub-areas of South Downtown



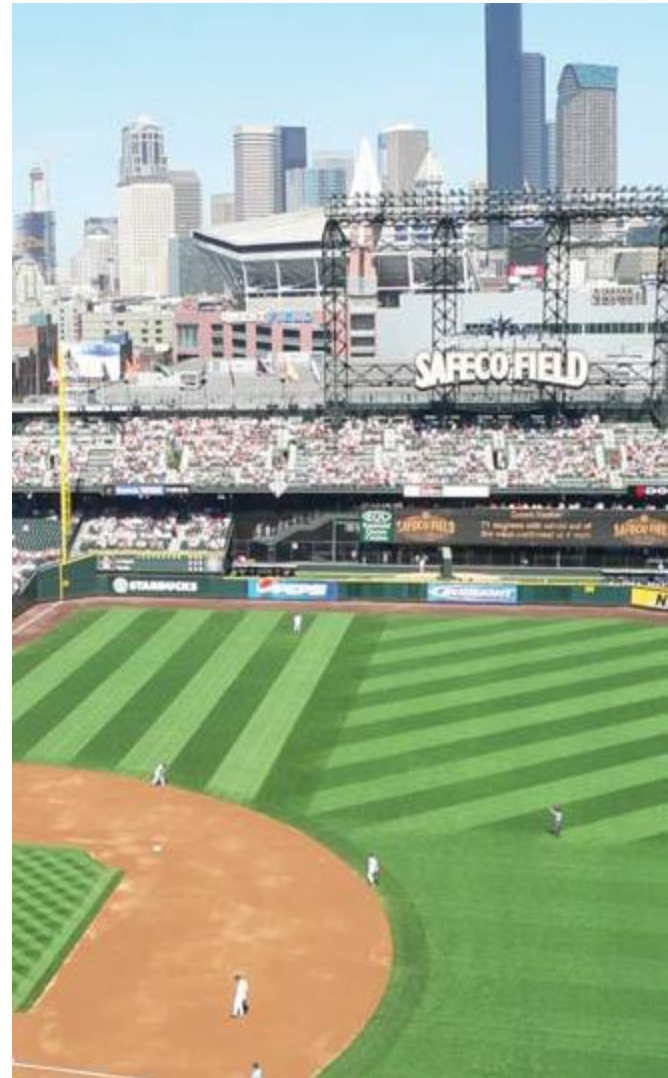
Conversations with Council Members

Upcoming discussions at COBE meetings:

- Industrially-zoned areas (today)
- Refresher on development standards/ height, bulk, scale
- Areas east of Interstate 5

As we discuss the proposal for Land Use Code amendments, we will address:

- Pedestrian experience
- Transportation
- Historic preservation and Culture
- Housing (not generally allowed in industrial zoned, so not discussed today)
- Small business environment
- Height, bulk and scale/development standards
- Open space





Industrially-Zoned land
within the South
Downtown Planning Area

First Avenue South Corridor

- Former WOSCA site
- Future SR 99 tunnel entrance planned
- West of Pioneer Square 85-120 zone
- Stadium Transition Area

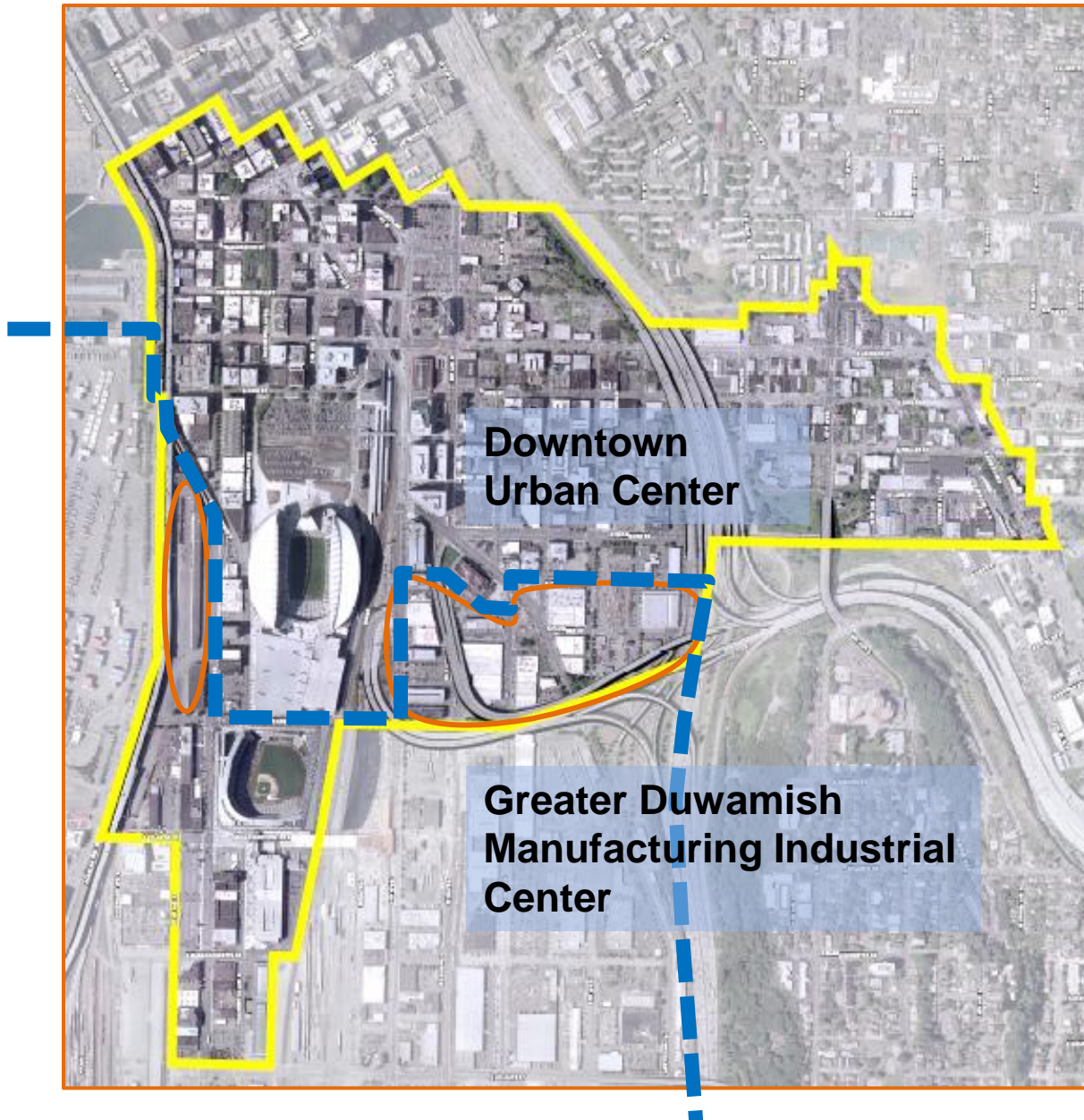
South of S. Charles Street

- South of Chinatown ID
- North of SR 519 ramps
- Charles Street Yards

Areas
Between

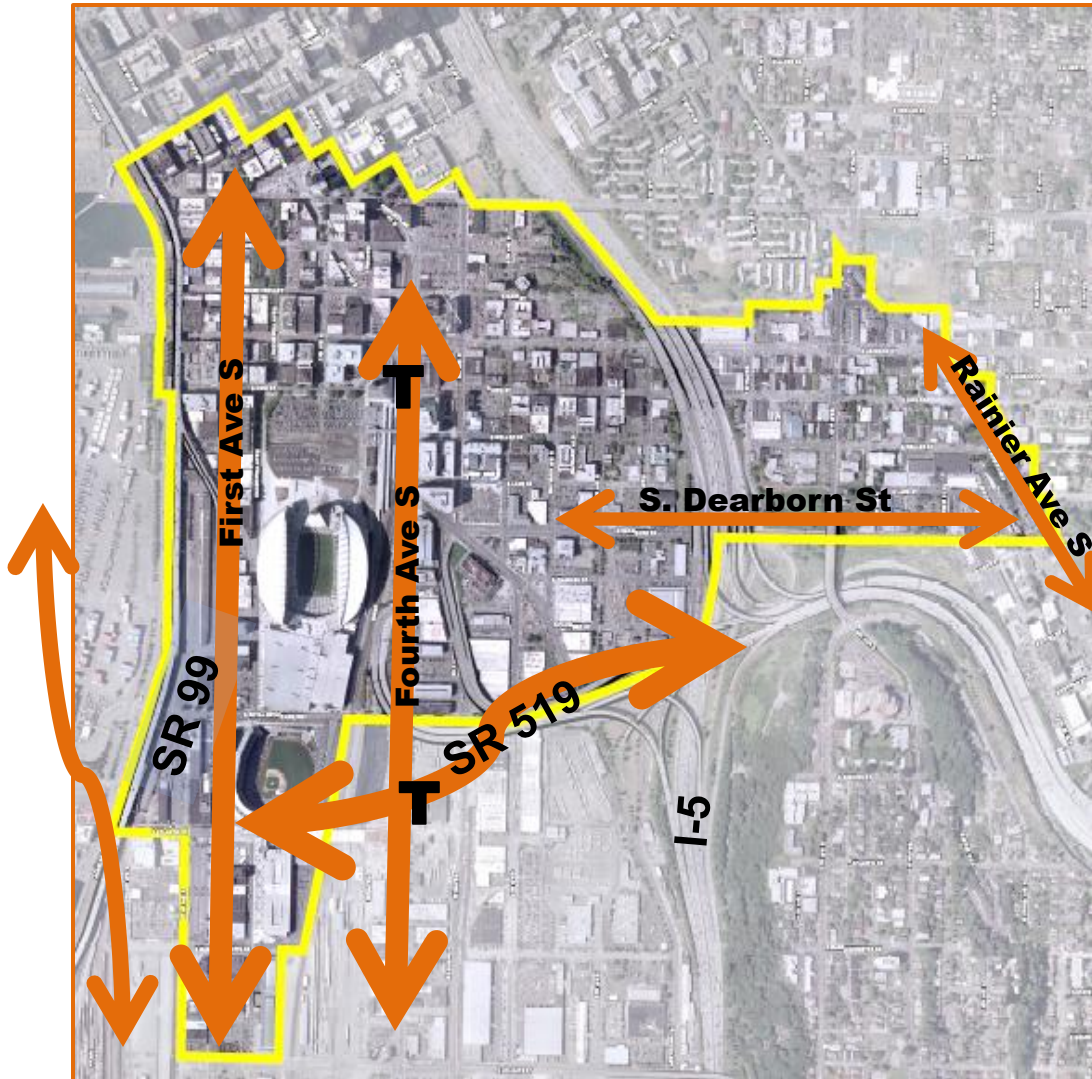
Terminal 46
Port of Seattle





Areas at
the
Edges

Transportation



Port/rail truck trips for freight transfer

Regional inbound/outbound truck movement: to I-5, I-90 via SR 519 (Atlantic St., 4th Ave. S.)

Commuter travel

Light rail stops nearby: Royal Brougham/5th Ave. S., and Union Station

Event-related travel

Pedestrians

SR 99 construction

Historic Preservation

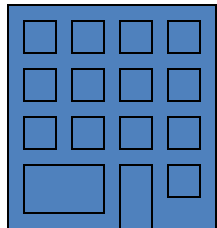
EIS Survey for possible historic candidate structures

- Locations that may meet landmark designation criteria:
 - Salvation Army/ “National Grocery” building
 - Romaine Electric Building
 - Former INS Building is adjacent
 - Wan Hua and Crescent/RDA buildings are nearby

Incentive Zoning- Industrial Zoned Areas

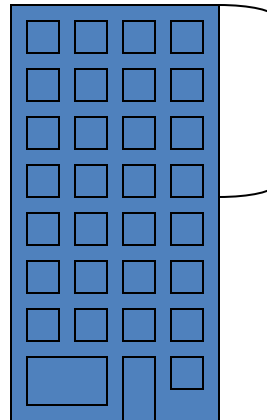
“Base” Development Rights

(equal to existing zoning)



“Maximum” Development Rights

through the residential incentive zoning program



“Extra” height with provision of:

- Affordable workforce Housing bonus

- TDR:

South Downtown Historic TDR; open space TDR from within South Downtown; or housing TDR

First Avenue South Area

High Water Table

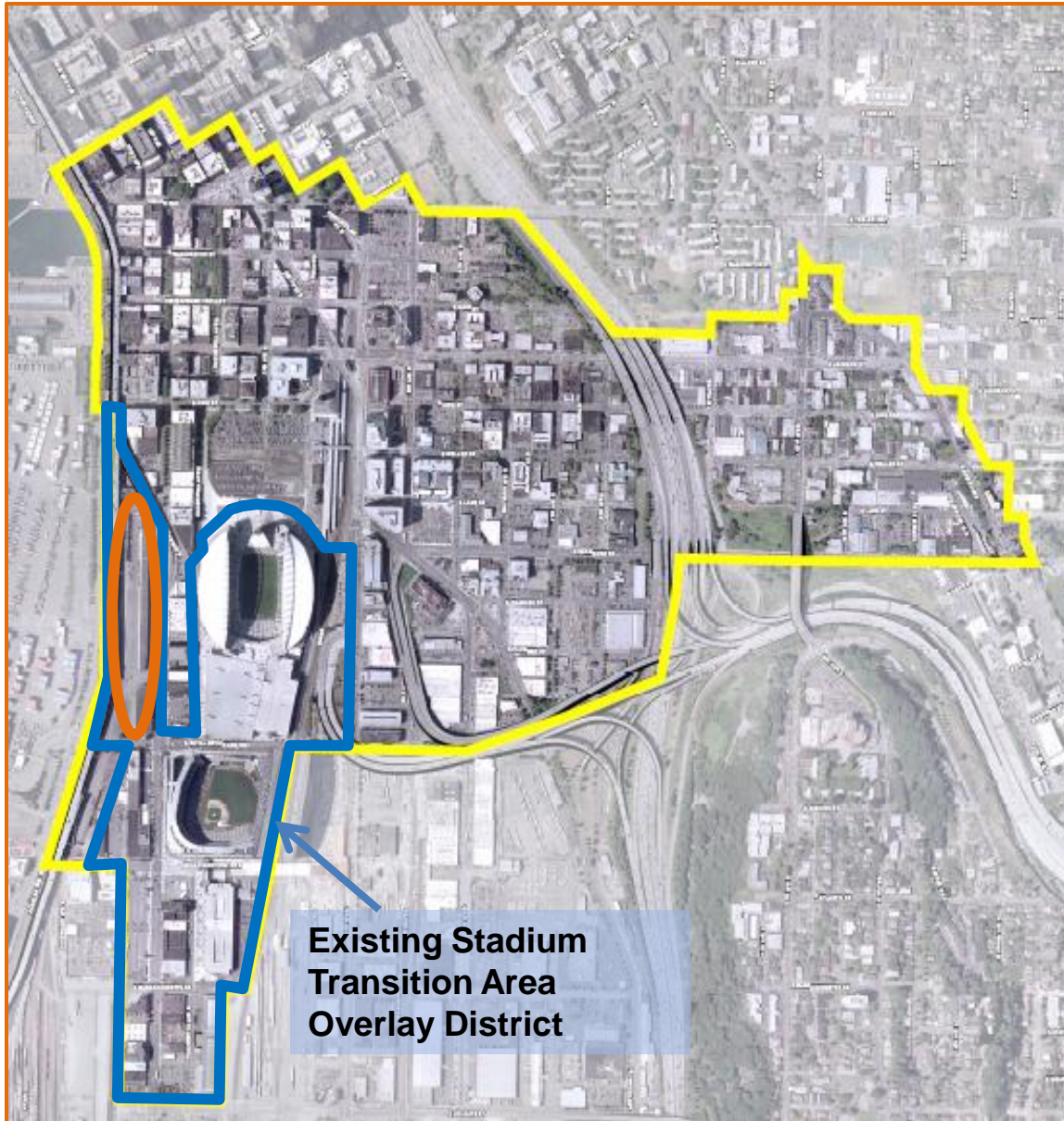
Nearby Port and other
industrial activities

Nearby Pioneer Square

Stadium Transition Area
Overlay District

- Encourages street-level pedestrian environment to complement stadium activity and Pioneer Square

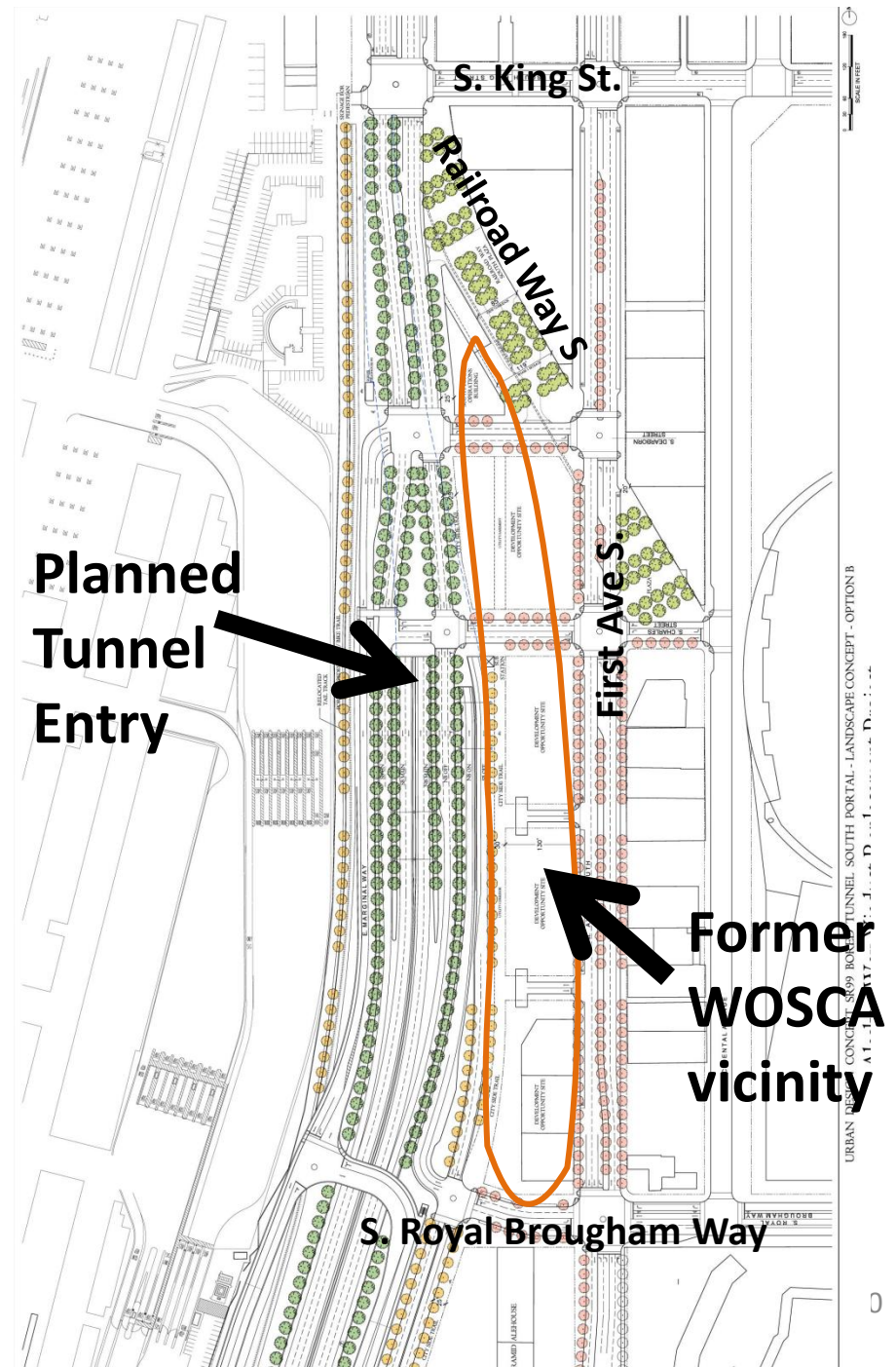
Location of planned SR 99
tunnel entrance



SR 99 Current Proposal

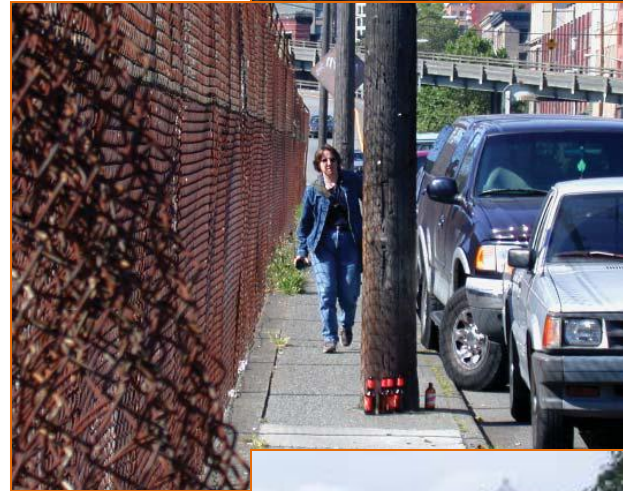
Remaining portions of the former WOSCA property could be around 120-130 feet wide.

A bike trail is under design between the SR 99 lanes and the west side of the WOSCA property.

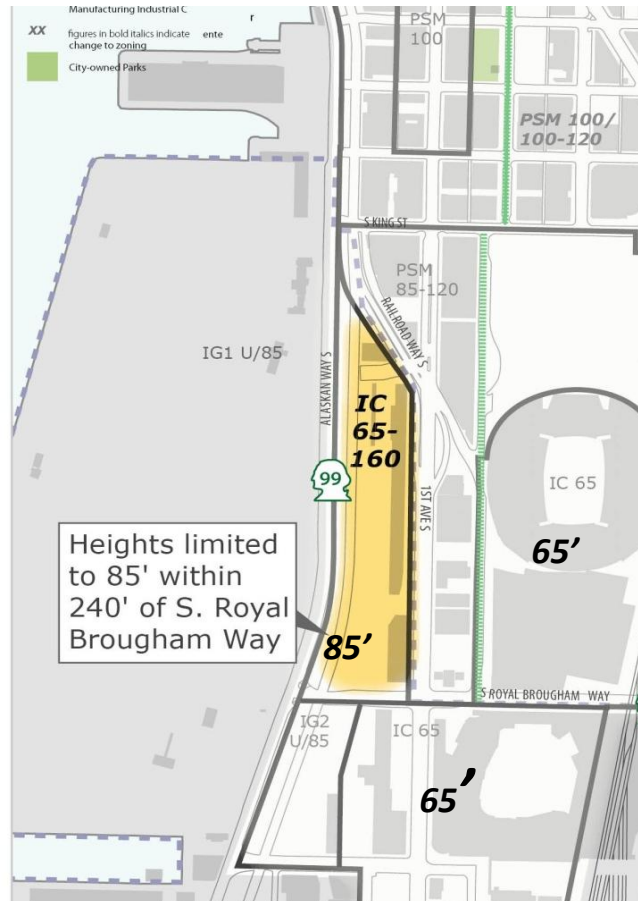


Objectives for Proposed Zoning First Avenue South Area

- Transition between nearby industry, Pioneer Square, stadium activities
- Improved pedestrian experience
- Allow light industrial, office, commercial. No residential uses
- Allow additional height and density through incentive program
- Minimize impacts to freight network



Recommended



Up to 5 FAR through incentive programs

First Avenue South Area Pedestrian Environment

Relationship with the Stadium Transition Overlay District:

- Projects built to existing height and density: existing Stadium Transition Area Overlay
- Project above the base height and density: new standards consistent with intent of Overlay District

Proposed Pedestrian-Oriented Standards

Exempt street-level retail uses from FAR up to 75,000 (retain existing overlay provision)

Maximum size of 30,000 for retail

Street-level design standards similar to downtown zones:

- façade transparency and blank wall limits
- Parking location and screening
- Location of pedestrian entrances
- Street level uses required along 1st

Maximum façade widths maintain block scale

First Avenue South Area

Recommended Development Standards

Street-level design

- Façade height
- Setbacks
- Pedestrian entrances
- Transparency, blank walls

Bulk control

- Modulation
- Floor area limits
- Maximum structure width
- Separation between structures
- 85' height within 240' of S. Royal Brougham Way

Parking standards

Design review

LEED, Green Factor





South of S. Charles Street Area

Zoned General
Industrial, 85'

In transition from
warehouse/light
industry to mix of
commercial

Part of the Greater
Duwamish MIC, but
separated by the
SR 519/I-90 ramps

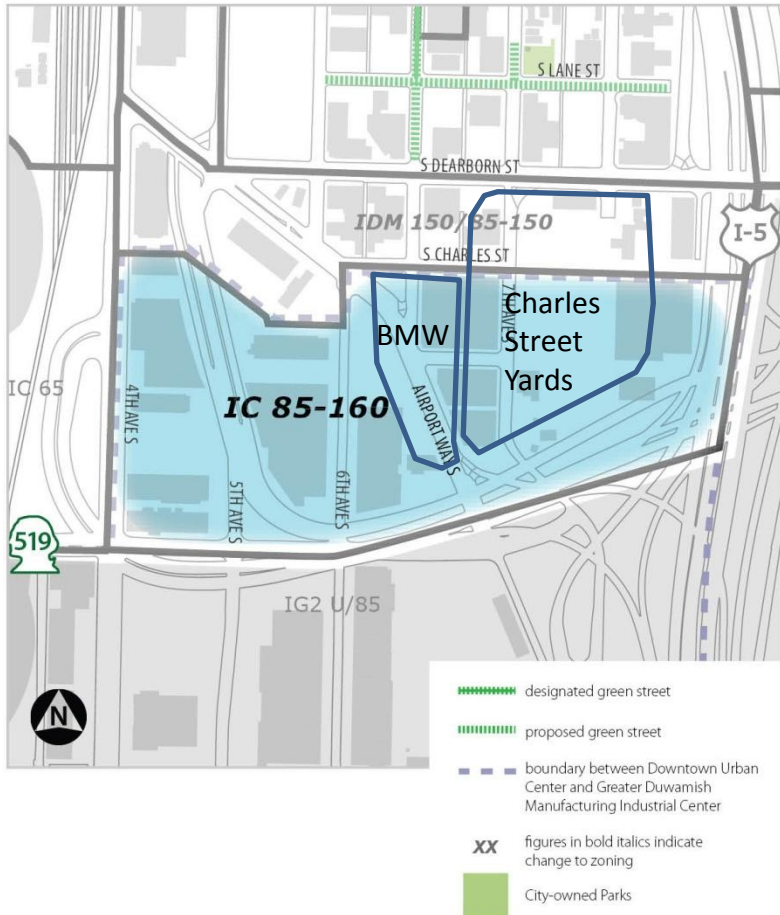
Objectives for Future Land Use

South of South Charles Street Area



- Transition between Downtown Urban Center and industrial areas
- Zone from General Industrial 2 (IG2) to Industrial Commercial (IC)
- Mix of light industrial, commercial, office uses
- Employment density within walking distance of light rail stations
- Improve the pedestrian environment while accommodating vehicle travel
- Allow retail uses; prohibit drive-in uses
- Sustainable development patterns

Recommended Zoning



Base Development Rights reflecting existing zoning:

- 85 feet for all uses
- 1 FAR or 50,000 s.f. non-industrial uses
- 2.5 FAR for industrial uses

Development above base:

- 160 feet maximum
- 3.5 FAR maximum for all uses
- LEED Silver
- Green Factor
- Downtown parking limits for office
- Pedestrian amenities, open space
- Design and development standards

Pedestrian Environment for Projects Above Base Development Rights

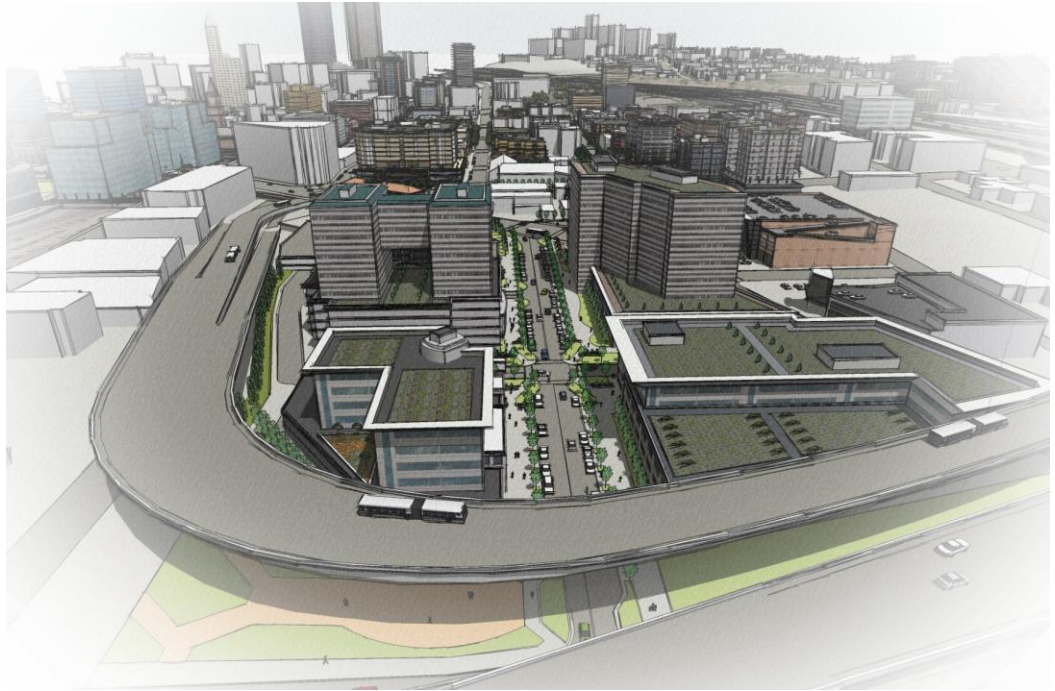
- Individual determination of project impacts on the pedestrian environment:
 - 6th Avenue South
 - Wayfinding to/from light rail
 - Safe crossing of Airport Way and 6th Ave South for pedestrians and bicycles
- Active street-level retail uses required
- No drive-in uses
- Sidewalks required on large lot developments
- Street-level façade design
- Screening of parking
- Pedestrian entrances on designated streets



Proposed Development Standards

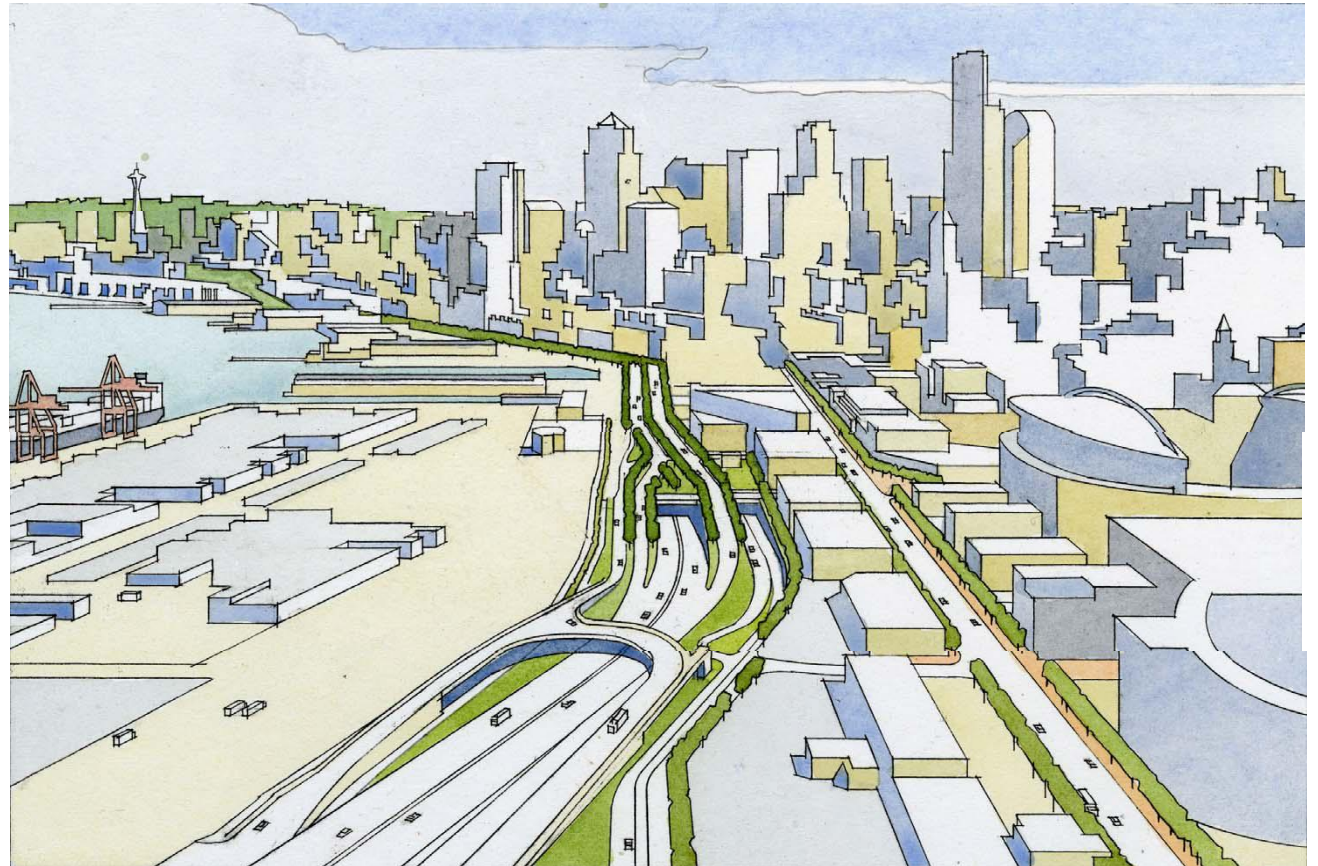
Height, Bulk, Scale

- Standards recognize development on very large lots
- Façade modulation for structures higher than 85'
- Floor area limit of 25,000 square feet above 85 feet in height
- Separation between structures
- Enclosed parking required, with limits on parking floors above grade, with provisions for separation by other uses and screening under specified conditions
- Design review



Thank you

SR 99 and skyline



WOSCA - 1st Ave S. & S. Royal Brougham Way

Allow the following heights:

- up to 65' generally
- up to 160' through incentive zoning provisions
- up to 85' through incentive zoning within 240' of S. Royal Brougham Way

Alaskan Way Viaduct replacement depicted

Only non-residential uses permitted in the IC zone, with additional allow:

- up to 3.0 FAR. with additional allowance for pedestrian-oriented street-level uses
- up to 5.0 FAR through incentive zoning



Existing heights:

- Qwest Field 263'
- Pioneer Square Mixed zone allows up to 120' East of First Avenue S.
- Silver Cloud Hotel is 85' and 75'

Existing Stadium Transition Overlay standards will help ensure future development that complements both Pioneer Square and the stadium district.

This depiction is presented for illustration purposes only. White structures depict existing buildings



